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CLAIM AMENDMENTS

1. CANCELLED

2. (CURRENTLY AMENDED) The device of claim [1] 8 wherein said constant radius extension of said tunnel extends from the position of said propeller within said tunnel to said stern of said boat, said extension directing water pressure forces from said propeller when said propeller is rotating toward said stern to raise said stern and assist in getting said boat to planing attitude from said starting attitude.

3. (CURRENTLY AMENDED) The device of claim [1] 8 wherein said tunnel structure at said forward end is a truncated partial cone shaped structure.

4. (CURRENTLY AMENDED) The device of claim 3 wherein said cone shaped structure is attached to said ~~key~~ bottom at said truncated end and said cone shape terminates at a larger end where said propeller is attached to said propeller shaft.

5. (PREVIOUSLY SUBMITTED) The device of claim 4 wherein said constant radius extension is attached to said larger end of said cone where it terminates and extends at said constant radius to said stern of said

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boat.

6. (CURRENTLY AMENDED) The device of claim 5 wherein said cone shaped portion and said constant radius extension are attached to said boat hull from said ~~keel~~ bottom attachment at said truncated end to the end of said extension at said stern.

7. (PREVIOUSLY SUBMITTED) A hull structure for a boat, said hull having a bottom, a bow, a stern, and a keel extending at least partially from said bow to said stern along said bottom, a propeller shaft extending from the interior of said hull through said bottom and toward said stern from between said bow and said stern and a propeller mounted for rotation with said propeller shaft, said hull structure comprising:

a) a tunnel along said bottom of said hull, said tunnel having a first portion presenting a truncated partial cylindrical cone shaped hollow surface indentation along a first portion of said bottom of said hull and a second portion presenting a constant radius extension from said first portion, said cone having a central axis and a cone angle with respect to said central axis, the smaller forward end of said cone extending toward said bow and the larger trailing end of said cone terminating at the location of said propeller within said tunnel and extending toward said stern, said second portion being connected to said first portion at said larger trailing end;

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b) said end of said cone at its forward end being truncated with an end closure and connected to said hull bottom to provide a substantially normal connection between said truncated end and the axis of said propeller shaft extending through said end closure and boat bottom and into said tunnel,

c) the cone angle of said cone being constant from said connected truncated end toward said larger trailing end to said connection with said second portion extension;

d) said cone being attached to said bottom along its exterior surfaces extending toward said stern and ending in attachment of said larger trailing end to said extension, said extension being attached to said bottom along its exterior surface extending toward said stern and ending in attachment to said stern to establish said hollow tunnel.

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8. (NEWLY SUBMITTED) A device for assisting in getting a propeller driven boat from a starting attitude to a moving planing attitude, said boat having a bow, a stern and a bottom and a partially cylindrical cone shaped tunnel structure along its bottom from a forward end toward said bow along a portion of said bottom of said boat and a trailing end toward said stern of said boat, said tunnel structure accommodating a propeller shaft with a propeller at least partially within said tunnel structure between said forward end and said trailing end of said tunnel structure, the improvement in said trailing end of said tunnel structure comprising:

a constant radius extension of said tunnel structure from the position of said propeller within said tunnel structure to said stern of said boat, said extension having a forward end and a trailing end, said constant radius extension dimension being partially tubular in the form of said tunnel structure at said position of said propeller and having a central axis of formation toward said trailing end parallel to the line of a projection of the bottom of said boat,

said constant radius extension being attached to said bottom of said boat along its sides and to said tunnel structure at its forward end, said extension being partially tubular at a constant radius beginning at the position of said propeller within said extension of said tunnel structure and with its trailing end extending at said constant radius with respect to the line of projection of said bottom toward said stern, said extension being attached to said stern at the end of its trailing end.

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